

**ESTABLISHED 1881**

THIRTY DOLLARS  
PER ANNUM.

## Auctions



## Today's Advertisements.

### HONGKONG RIFLE ASSOCIATION.

#### SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION for the above, TO-MORROW (SATURDAY), the 13th instant, at 3 P.M.  
Ranges—200 and 300 yards.  
Ten shots and one Slighter.  
Conditions as usual.

NOWBURY, S. NORTHCOLE,  
Hon. Sec.

Hongkong, 12th May, 1899. [35]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### FOR SWATOW, AMOY AND TAMSUI.

#### THE Company's Steamship.

"HAICHING,"  
Captain H. Douglas, will be despatched for the above ports, on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFFRAK & Co.,  
General Managers.

Hongkong, 12th May, 1899. [642a]

### OCEAN STEAMSHIP COMPANY.

#### FOR LONDON VIA SUEZ CANAL.

#### THE Company's Steamship.

"ORIENTES,"  
Captain Fulford, will be despatched as above on MONDAY, the 15th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th May, 1899. [52a]

### NAVIGAZIONE GENERALE ITALIANA.

#### (FRANCIO & RUBATINO UNITED COMPANIES.)

#### STEAM FOR:

SINGAPORE, PENANG, BOMBAY, ADEN,  
SUEZ, PORT SAID, NAPLES, LEG-  
HORN, GENOA, (DIRECT WITHOUT  
TRANSIT.)

Having connection with the Company's Mail  
Steamers to VENICE and TRIESTE,  
ODessa, NEW YORK, all MEDIT-  
TERRANEAN, ADRIATIC, LEVAN-  
TINE NORTH & SOUTH AMERICAN  
PORTS up to CALAO.

AND  
Taking Cargo at through rates in PERSIAN  
GULF and BAGDAD.

ALSO  
MARCELONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

#### THE Steamship.

"BISAGNO,"  
Captain Magazzini, will be despatched as above  
on TUESDAY, the 16th instant, at Noon.

At BOMBAY the steamers are discharging in  
Victoria Dock.

The Steamer has Superior Accommodation  
for Passengers.

For Further Particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 12th May, 1899. [639a]

### THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

#### FOR MANILA.

"DIAMANTE,"  
Captain Taylor, will be despatched for the  
above port, on TUESDAY, the 16th instant, at  
5 P.M., instead of as previously advertised.

The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Manager.

Hongkong, 12th May, 1899. [641a]

### FOR SHANGHAI, YOKOHAMA & KOBE.

#### THE Steamship.

"BIRCHTOR,"  
Captain Belline, will be despatched as above  
on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 12th May, 1899. [644a]

### FOR NEW YORK VIA SUEZ CANAL.

#### THE Steamship.

"UNDAUNTED,"  
will be despatched for the above port, on or  
about the 24th instant; to be followed by the  
S.S. BENLONOND, about 31st June.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 12th May, 1899. [547a]

### FOR NEW YORK VIA SUEZ CANAL.

#### THE British Steamship.

"VORTIGERN,"  
Captain Fairweather, will be despatched for the  
above port, on or about the 27th instant, and  
will be followed by the S.S. "AFRIDI,"  
Captain Golding.

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 12th May, 1899. [546a]

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

#### NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, KARRACHI, BOMBAY,  
PENANG & SINGAPORE.

#### THE Steamship.

"VINDOBONA,"  
having arrived Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.

This vessel brings Cargo  
from Trieste, ex S.S. *Imperatrice* transhipped  
at Bombay.

From Venice, ex S.S. *Massimiliano* and  
*Carlo Alberto* transhipped at Trieste.

Optional Cargo will be despatched here unless  
notice to the contrary be given immediately.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent to the office of the Undersigned before  
Noon on the 19th instant, or they will not be  
admitted.

Office of the Undersigned is at the Godowns after the  
19th instant, will be subject to rent.

This notice will be countersigned by  
ALEXANDER WILKIE & CO.

## Today's Advertisements.

### UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

#### NOTICE TO CONSIGNEES.

#### FROM NEW YORK AND STRAITS.

#### THE Steamship.

"INDRAPURA,"  
having arrived from the above ports, Con-  
signees of cargo by her, are hereby informed  
that their goods, are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 19th  
instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all  
claims for damages and/or shortages not later  
than the 26th instant, otherwise they will not  
be recognised.

Hills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 12th May, 1899. [643a]

## Intimation.

### A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

#### IMPORTERS OF HIGH-CLASS BRANDIES.

A. Hennessy's Old Pale, Red  
Capsule - - - - - \$18.00

B. Superior Very Old Cognac  
Red Capsule - - - - - 21.00

C. Very Old Liqueur Cognac - - - - - 24.00

V.O.—D.—Hennessy's Finest  
Very Old Liqueur Cognac,  
1872 Vintage, Red Cap-  
sule - - - - - 36.00

V.V.O.—E.—Finest Very Old  
Liqueur Cognac, 1862  
Vintage - - - - - 48.00

All our Brandy is guaranteed to be  
PURE COGNAC, the difference in price  
being merely a question of age  
and vintage.

Smaller quantities and sample  
bottles will be supplied at propor-  
tionate wholesale rates.

We guarantee our Wines and Spirits  
to be genuine only when bought  
direct from us in the Colony or from  
our authorised Agents at the Coast  
Ports.

A. S. WATSON & Co., Limited,  
QUEEN'S ROAD CENTRAL.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended  
for insertion in that day's issue not later than Three o'clock  
on the day preceding the day of publication of the paper.

Advertisements and Subscriptions, which are not ordered  
for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of  
any English newspaper published in the Far East, and is  
therefore the best medium for Advertisers. Terms can be  
learned on application.

## The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 12, 1899.

### NOTES AND COMMENTS.

#### THE YANGTZE BASIN.

Those interested in our position in China  
have long been enquiring as to the exact  
extent of territory included in the Yangtze  
Valley, or Yangtze Basin, which China, so  
we are told, has promised not to alienate,  
to any other Power. Many definitions of  
the term have been given from time to time  
by persons interested in the subject, but Mr.  
Brodrick, who has lately come to the front  
in Parliamentary discussions upon China, is  
the first to give anything approaching to a  
definition of the term in the House. We are  
glad to see that a statement has at last been  
made in Parliament as to the boundaries of  
our sphere of influence. If, indeed, spheres  
of influence are to be the order of the day,  
but we should like to be enlightened as to  
whether or no this is simply the private  
definition of Mr. Brodrick, himself, or that  
of the Government as well. If Mr.  
Brodrick's statement merely referred to his  
own interpretation of the term, then it is,  
comparatively speaking, of little value, but,  
on the other hand, if he were setting forth  
the views of the Government upon the  
subject, then his definition is of the utmost  
importance as showing the extent of the  
territory over which British influence is to be  
exercised and within which the interference  
of other European Powers will be resisted.

MR. BRODRICK'S DEFINITION.

According to Mr. Brodrick, the Yangtze  
Basin includes the Provinces adjoining the  
Yangtze River as well as those of Honan  
and Chekiang. This would mean that our  
sphere of influence consists of the Provinces  
of Yunnan, Kichow, Hunan, Kiangsi,  
Chekiang, Kiangsu, Anhui, Honan, Hupeh  
and Szechuen, ten Provinces in all, which  
practically embrace the whole of the water-  
shed of the Yangtze, with the exception of a  
small portion of southern Shensi which runs  
down towards the river and is drained  
by the Han, a tributary of the Yangtze.

Thus it will be seen that Italy, who had  
a concession in San, Min, had been refused  
by China, and that the

promise to Great Britain, and the fact that  
no such reason was put forward leads one  
to believe that, as some have pointed out,  
China's promise with regard to the Yangtze  
Valley was so diplomatically worded as to  
also exclude Great Britain. This is but a  
supposition, but suppositions are not to be  
lightly regarded where diplomacy and Chinese  
diplomacy, at that, is in question. Another  
point to be considered is that Mr. Brod-  
rick's definition takes in the Province of  
Yunnan, to which everyone is well aware  
that France lays claim, and it will be inter-  
esting to see what the French have to say to  
this. The inclusion of Yunnan gives us free  
access to Burma by way of the Yangtze  
Valley, which in the event of the French  
becoming possessed of that Province would  
be cut off.

#### HOW ABOUT THE SOUTH?

But how about the southern Provinces?

Surely our interests are not confined to the  
ten provinces included in Mr. Brodrick's  
definition of the Yangtze Basin! We have  
immense trade interests in the two Kwangs,  
and, if spheres of influence were to become  
the order of the day, it would be simply  
suicidal policy upon our part to allow these  
rich provinces to pass into the grasp of another  
Power to the probable exclusion of British  
trade. Kwang Tung and Kwang Si  
must therefore pass to us by right of our pre-  
dominant interests therein, and, when these  
have been included in the British Sphere,  
there only remains the Province of Fukien  
to be considered. This Province stretches  
along the eastern coast of China between  
the Provinces of Kwang Tung and Cheki-  
ang, and, as both of these would be in-  
cluded in the British Sphere, it is evident  
that it would be exceedingly derogatory to  
our interests to have this strip of territory,  
shutting in as it does the coastline of the  
Provinces already included in our sphere, in the  
hands of a foreign Power. It would be too  
much of a menace and could never be per-  
mitted. Yet to this Province Japan lays  
claim on the ground of its proximity to  
Formosa.

#### WHAT IS TO BE DONE?

It will thus be seen that, if we are to com-  
mit ourselves to the policy of spheres of  
influence, our sphere must be very much  
more extensive than the Yangtze Valley  
sphere as defined by Mr. Brodrick. We  
must arrange that it is to form one con-  
tinuous stretch of territory, into which no  
foreign sphere must be allowed to penetrate,  
and which can be approached from our  
Burmese frontier without the necessity of  
passing through foreign territory. If, as  
many predict, the partition of China is im-  
minent, this must be the goal at which we aim.  
We must have the whole of these thirteen  
Provinces in order to guard against the lick-  
erings and troubles that must of necessity  
arise should our territory be split up into  
numerous strips divided one from the other  
by that of other Powers. Shantung would  
be left to Germany; Shensi, Shansi and  
Manchuria would go to Russia, and Tung  
King would fall to the lot of France.

America and Japan would certainly be left  
out of the division of the spoil, but all that  
the former requires is a fair field for her  
productions, which would be found in the  
British sphere, while Japan could rest satis-  
fied with the same opportunity for trade and  
turn her attention to the colonization of  
Formosa. Whether or no this partition of  
China will ever come to pass must remain  
a mystery of the future, but, nevertheless, it  
is a subject which is well worthy of the  
attention of all interested in our position  
and China.

## REUTER'S TELEGRAMS.

### AMERICAN VERSUS BRITISH CONTRACTS FOR THE SOUDAN.

LONDON, May 10th.

Lord George Hamilton in the House of  
Commons has fully explained the circumstances  
under which a Philadelphia firm secured the  
contract to build the Gokitch Viaduct, and said  
he regretted that it was not the first contract  
where there was a marked difference between  
American and British tenders.

### GREAT BRITAIN AND CHINA.

Mr. Brodrick speaking in the House of  
Commons said that he defined the Yangtze  
basin as the Provinces adjoining the Yangtze  
river, Honan and Chekiang. He was unable  
to state the exact claims of Russia in Manchuria.

### THE SOUDAN.

Lord Kitchener, Governor, General of the  
Soudan, notices that the country will be open  
to Traders and Settlers, without distinction, in  
September and that Foreign goods will be  
admitted free of duty.

### THE CHURCH QUESTION.

The Government has given notice of an  
amendment to a private Bill, enforcing Church  
discipline, and states that if the present efforts  
of the Episcopacy to secure the obedience of  
the Clergy is ineffectual, further legislation  
will be required.

### WEATHER REPORT.

The Observatory report says:—On the 12th  
at 11.55 a.m. The barometer has risen and is  
high on the China coast and over Japan,  
generally. Gradients slight to moderate with  
moderate to strong monsoon in the Formosa  
Channel and over the N. part of the China Sea.  
Forecast:—fresh or moderate E. winds; fair.

### LOCAL AND GENERAL.

The Queen's Birthday will be observed in  
London only, on Saturday, the 3rd June, and  
at all places, including India, on Wednes-  
day, the 4th instant.

Mr. Edmund A. Pontifex (the chairman of  
the Mining Corporation, Limited) has been  
presented by his colleagues on the board with  
a testimonial for his services to the company and  
the colony.

A MADMAN leaped from the highest tower of  
the Cathedral of Malaga, Spain, a distance of  
200 feet from the ground, and was dashed  
into an unrecognizable mass. A large crowd  
witnessed the leap.

At the funeral of the late Col. Sir Robert  
Warburton, which took place at Brompton,  
London, on April 27th, the Queen and the  
Prince of Wales were represented. Her Majesty  
sent a wreath inscribed:—"A tribute of regard  
and esteem to one of my most distinguished  
soldiers."

The Hon. Treasurer of the Alice Memorial  
and Nethersole Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—

East Asiatic Trading Co. \$25  
W. Douglas Graham 20  
L. G. 10  
H. Simons 10

SIGNOR Marconi, whose successful experi-  
ments with wireless telegraphy across the  
Straits of Dover have excited great interest,  
says he has received an offer to report the  
America Cup races to certain American news-  
papers. He declares that he could flash  
messages across the Atlantic if he had Eiffel  
towers on each side.

ONE Corporal and six privates of the Royal  
Welch Fusiliers were sworn in as special Con-  
stables this morning at the Central Police  
station. They will be employed on ordinary  
police duties, their remuneration being \$40 a  
month; this together with their regimental pay  
and allowance makes quite a nice little wind-  
fall for our mutual friend, T. Atkins.

TWO-FIFTHS of the cutting of the Panama  
Canal has now been accomplished. There can  
be no question that the scheme will be carried  
through to a conclusion, but \$20,000,000 ster-  
ling is the modest estimate of the cost of the  
remaining work. Judging from past experi-  
ence, that \$20,000,000 will probably be  
\$40,000,000 before the work is completed.

A TROUBLESOME problem for cyclists, and  
other excursionists, is to be solved. It is  
likely that in a short time beer will be on sale  
in the form of tabloids. In Germany the  
beverage has already been reduced to a pow-  
der, by the process of evaporation, and a small  
quantity of the powder, with water and  
carbonic acid gas, is said to make a foaming  
tankard of ale as good as that freshly drawn  
from the barrel. Some people will welcome  
the powder because of the ease with which  
the strength of the beverage can be regulated.  
It is not advisable to take the powder neat.

THE other day three convicts escaped from the  
Municipal gaol at Shanghai. One of them was  
recaptured, but during the time he was at  
liberty he took opium. He died shortly after  
being brought back to custody, but previously,  
at the Laoa police station, he is understood to  
have informed one of the Chinese detectives  
that death was infinitely preferable to a return  
to prison. He also feared a reappearance in  
the Mixed Court, where he said he would not  
only be awarded a longer period of imprison-  
ment, but he dreaded the corporal punishment  
which must accompany the sentence.

A VERY nice little ceremony took place at the  
Shanghai Race Meeting after the Champions'  
race was run—because it was so im-  
promptu and sincere. Two American men-of-  
war's men approached Mr. C. R. Burkill, the  
successful jockey, and asked him if he would  
accept a little memento of the race he had just  
won in the shape of a silver walking stick  
made from the timbers of the *Reina Christina*,  
one of the Spanish men-of-war sunk in Manila.  
They added that it was the finest race they had  
ever seen and insisted on his accepting the  
trophy. Just one of those little touches that  
make the whole world kin.

MESSRS. Workman, Clark and Co., Limited,  
Belfast, have launched the *Ping Sze* for the  
China Mutual Steam Navigation Company, of  
London. The dimensions are:—Length, 450  
ft.; breadth, 53 ft.; depth moulded, 33 ft. 11 in.;  
with a gross tonnage of 6,457 tons, deadweight  
capacity 9,200 tons. After the launch a tug  
conveyed the owners and friends on board the  
*Yangtze*, a sister ship of the *Ping Sze*, which  
earlier in the morning had proceeded down  
Belfast Lough; this vessel has been built for  
the same owners under Lloyd's special survey  
for the 100 A. 1 class, and is provided with a  
Board of Trade passenger certificate. The  
machinery, which has been constructed at the  
builders' engine works, consists of triple-expansion  
engines and two large steel boilers fitted  
with Howden's system of forced draught.

At the Magistracy this morning John Allan  
was charged with stealing clothing of the value  
of \$25, the property of Frank John Hare. Hare  
said in evidence that he had met Allan, who  
was an American seaman out of employment,  
and took him to his lodging at 6, Amoy Lane.  
They stopped there for two days when  
they were obliged to leave. Allan said he knew  
of a place and took Hare to a Malay lodging-  
house in Chinatown. He took his two valises  
containing the clothing with him but as he did  
not like the place he would not stop and left  
his valises. Allan, however, remained there.  
A few days afterwards Hare went round for  
the valises, but did not find them. He met Allan  
by the Sportsman's Arms and enquired for  
them. Allan asked him to wait a few minutes  
and they would go and fetch them, but  
not come back again. Hare met him a few days  
later in Wellington Street, but Allan again gave  
him the slip. He reported the matter to the  
police. He recognised the singlet produced in  
court, also the letters which were in his pocket  
of one of the valises. The prisoner was  
arrested on the following day, and was taken  
to the police station, where he was charged with  
stealing the clothing. He was committed to  
prison for two months.

A JAPANESE paper, learning that the Nippon  
Yusen Kaisha contemplated building two more  
ocean steamers for its American service.

THE Sclagor Government has raised the  
duty on brandy and whisky. The enhance-  
ment amounts to an extra dollar on every dozen  
bottles imported; an increase of one hundred  
per cent.

FOR stealing a piece of copper value to cents,  
the property of the Crown, a Chinaman was  
sentenced to fourteen days' hard labour. He  
will now, we imagine, deem it advisable to  
leave Crown property severely alone.

A Peking telegram to a Japanese paper states  
that the agreement signed a few days ago be-  
tween the Japanese and Chinese representatives  
for the establishment of an exclusive Japanese  
settlement at Poochow is expected to be ratified  
in a few days.

THE Chinese seem to be learning the trade of  
picking pockets to perfection. As a Chinese  
gentleman was walking along Wing Sing  
Street, a coolie pointed up to a verandah from  
which water was falling, and as the gentleman  
looked up the coolie snatched at his pocket and  
stole his purse. On a hue and cry being raised,  
he passed the purse over to a confederate. This  
morning he was brought up at the Magistracy  
and was sentenced to six weeks' hard labour.  
Unfortunately his confederate was not captured.

"CLEANER" the other day referred to Mr.  
Hector Sampson passing through Hongkong  
to go to Shanghai to run the Pari-mutuel at the  
Spring races. A Shanghai contemporary says:  
"We have referred to the very important item  
of the money that changes hands at a Race Meet-  
ing and in this department I must give a word  
to Mr. Hector Sampson who when he first took  
charge of affairs showed he had the knack of  
running successfully a Pari-mutuel. In addi-  
tion to this, he has every Meeting profited by  
his experience, and in a very difficult task has  
brought matters down to such a point that his  
department could not possibly be in better  
hands."

Frost the 1st of July next, when the new  
treaties come into force in Japan, the British  
judges and consuls in that country will cease  
to exercise judicial functions, and though the  
Consuls will find plenty of other work to justify  
their existence, the Judge of the Yokohama  
Court will find his occupation gone. We under-  
stand it is settled that Mr. Justice Wilkinson,  
who at present presides over H.M.'s tribunal in  
Japan, will be allowed to remain there until all  
outstanding litigation in which British subjects  
are concerned is closed, after which all law  
cases will be decided by the Japanese courts.  
Judge Wilkinson will then, in all probability,  
go home on leave, and on his return to the  
East will relieve Sir N. J. Hamlyn, as Chief  
Justice of H.B.M.'s Supreme Court for China,  
Sir Nicholas being very anxious to retire from  
active service.

THE following circular, says Fairplay, has been  
issued to Members of Parliament and others  
interested in shipping:—

Chamber of Shipping of the United Kingdom,  
5, Whittington-avenue,  
Leadenhall-street, E.C.

April 11th, 1899.

SIR,—I beg to inform you that the President  
of the Board of Trade (the Right Hon. C. T.  
Ritchie, M.P.), has consented to receive at the  
Board of Trade on Thursday, 27th inst., at  
noon, a deputation from this Chamber, which  
desires to urge upon him:—

1. That British shipowners are entitled to  
representation upon the Lighthouse Boards  
of the three Kingdoms, not only in virtue of  
the fact that they supply all the funds for  
the maintenance of the lighthouses of the  
United Kingdom, but are most directly  
interested in the administration thereof,  
and to express the hope that Her Majesty's  
Government will adopt such measure during  
the present session of Parliament as will  
secure this object.

The deputation will also direct Mr. Ritchie's  
attention to the subject of:—

2. Engaging seamen with benefit books  
and continuous discharges, and  
3. Clauses in ships' articles for avoiding  
disputes.

As the subjects which the deputation will  
bring before the President of the Board of  
Trade are very important ones to the shipping  
interest, the Executive Council of this Chamber  
hope that you will support the deputation by  
your presence on the occasion.

I am, Sir, your obedient servant,  
W. H. Cooke, Secretary.

## DEAD BABY AS A DOLL.

A gruesome story comes from Towcester,  
Northamptonshire. A child was seen the other  
day carrying in its arms a dead baby as though  
it was a doll. Investigations were at once  
made and resulted in the discovery that the  
child and its dead burden were the children of  
a laborer named



## THE WATER SUPPLY OF MANILA.

The greater part of the city of Manila being built on a few feet above high tide there is never any lack of water, and as the precipitation is very excessive in the summer months many houses are provided with tanks to store up the rain water. In addition to this the city has a fine water system which supplies an abundance of good and pure drinking water free to more than 95 per cent. of the people; the balance pay but a small water rental.

Hydants are placed conveniently throughout the city supplying water free. Where the water is piped on to private property, hotel or factory the water rate is 4 cents a cubic meter daily, and when a large amount of water is used the rate drops down to 3 cents.

The history of the Water Works is a very interesting one. In the year 1743 San Francisco Carido, a Spaniard and resident of Manila, left \$10,000 in trust to be used towards constructing a free water supply for the city of Manila. This money in the year 1872, after many vicissitudes, had increased to the sum of over a half-million dollars. This, together with a meat tax, which had been imposed and collected for a number of years previous for that purpose, gave Manila in 1882 a fine and modern water supply system as one would expect to find in a modern city in the most progressive country.

The meat tax is still collected, the proceeds of which with the small amount of water tolls received pays the running expenses.

The pumping station is situated about six miles northeast of the city, receiving its water from a mountain stream fresh and pure.

The plant consists of four sets of compound engines, each engine coupling by direct piston connection to the pump. The water is conveyed to the city by a cement conduit for a considerable distance and the balance by a 26-inch iron pipe. The water in the pipe is under 84 feet pressure and serves well for street sprinkling and all of some service for fire protection.

The Water Works have been the vital spot at which the insurgents in the recent trouble have again and again concentrated their attacks, they being fully aware that the life and health of the people in Manila are intimately dependent on a pure water supply. The Water Works are now well guarded by the United States troops.

Lieut. William D. Connor is in charge of the Water Works Department.—*Freedom*.

## JAPAN AT THE PARIS INTERNATIONAL EXHIBITION.

It is proposed to build at the French International Exhibition of 1900 a special hall for the Japanese Exhibits, taking the *Kondo* (golden hall) of the temple Kofuji as an architectural model, and to make the internal and external decorations after the style of the *Hikori-do* of Hieizan. The edifice will be left standing permanently, and, with that object in view, fireproof wood will be used wherever timber is indispensable, but brick and iron will be substituted for wood as far as possible. The pillars are to be about 15 inches in diameter. They will be covered with lacquer in gold, and the walls, inside, will have decorative designs in gold lacquer in relief; in the recessed panels of the ceiling there will be paintings of dragons, phoenixes, and flowers; the tiles will be green; and the pendants (*surugi*) at the eaves will contain electric lights. The plan includes a large tea-house at the back of the exhibition hall. This programme does not seem to have yet obtained the endorsement of the Government in Tokyo. It is recommended by Mr. Hayashi, who is in charge of the general business of the Japanese section. He justly says that an ordinary Japanese building among such surroundings as those of the French Exhibition, would look like a mere shed, or a stable.—*Japan Mail*.

## ANOTHER GLOBE-TROTTER DEADBEAT.

Some account was given in the London *Daily Chronicle* a month or two since of the doings of Mr. Beresford Greathed, who has undertaken to walk round the world in five years; without money or luggage, for a wager of 50,000 dollars. He started from Vancouver, British Columbia, and has now reached London after having walked from John O'Groats to Land's End. His route from Cornwall, where he stayed at Christmas, was along the coast-line, which he followed till he got to Ramsgate, whence he crossed to the Continent by the Channel Tunnel, and thence to the Metropolis by Canterbury and Aldershot. His last stopping place before reaching town was Maidenhead. Mr. Greathed, who is a Chelsea man, reckons that he has still 7,000 miles to cover. He thinks of devoting three weeks to London, whence he sails for Ostend, en route for St. Petersburg, Vladivostok, Yokohama, and home—which he believes is now only eighteen months off. Mr. Greathed has just dined his twentieth pair of boots.

## THE FATE OF ANDRÉ.

## A CRUEL JOKE.

The Rome correspondent of the *Daily Chronicle* states that Herr Sverdrup, Commander of the *Fram*, who recently arrived in Rome, has expressed to several persons who interrogated him his confidence that André is still living.

A St. Petersburg dispatch of March 17th states that the Russian journal *Russkii Vostok* publishes the following letter:—  
"I have just received from a friend of mine a doctor living in Siberia a letter which relates the true story of the origin of the latest regarding the finding of André and his companions. They were simply the outcome of a joke played on one another by two friends in Siberia. One of them, a mine owner, wrote to the other last summer from Krasnoyarsk that André and his companions had descended in their balloon at that town, that he had made their acquaintance, and that he had drunk with André, whom he had found a most amiable man and an approved toper."

The receiver of this letter, who had hastened to spread the news, it contained in all directions, resolved to revenge himself when he learned soon afterwards that the letter had been hoaxed, and accordingly some months later he wrote in his turn to his friend at Krasnoyarsk that some Tungus Indians had discovered the corpses of André and his comrades. It so happened that when this letter reached its destination the recipient had several persons with him, including a journalist, who immediately published the news in his paper, and interpreted it to some other journals. (Which in a few words the story of the discovery of the missing explorers and their fate was spread throughout the world.)

## THE WAR IN THE PHILIPPINES.

## RESUMPTION OF HOSTILITIES. COMBINED ADVANCE AGAINST THE REBEL POSITIONS.

Wheaton's brigade was aroused at 3 a.m. on Thursday and after a hasty breakfast marched along the Mucabebe road from the village of Apalit to the railroad, which was reached at 5 a.m. At 5.30 o'clock General MacArthur and his staff reached Apalit station, whence the advance began immediately. As usual General Wheaton led his column in person, on foot this time, horses being impracticable. A galling and hot-kiss rapid-fire gun mounted upon handcars, under Lieutenant Naylor (Utah), was pushed along the track, while Col. Punston and the 20th Kansas regiment on the right, and Colonel Wallace with the 1st Montana regiment on the left; two companies of each deploying and marching in open skirmish order, in line with the artillery when practicable, the rest of the regiments marching in columns 800 yards in the rear along the embankment.

Half a mile from the starting point the first of a series of narrow but deep streams were encountered, and the skirmish lines were compelled to retire and take to the railroad embankment, necessitating considerable delay.

At 6.35 o'clock, Lieutenant Melde (1st Montana) was sent ahead with a small party of scouts to investigate the first trench encountered, which proved to be unoccupied and unfinished. This was on the outskirts of the village of Minalin.

At 8.50 o'clock Wheaton discovered a small body of rebels entrenched across the river and opened fire upon them with the Gatling, only eliciting two rifle shots in reply, the enemy promptly retreating to San Tomas.

At 9 o'clock Wheaton sighted the trenches at the railroad crossing over the river at San Tomas and opened fire with Hotchkiss and Gatling guns at 1800 yards, but without reply.

When the rebels who were flying before General Hale's brigade found that their retreat was practically cut off by General Wheaton they made a stand on both sides of the railroad bridge, the centre span of which had been dropped into the river, in a similar manner to that at the end of the Calumpit bridge, but the Hotchkiss and Gatling guns of both the 20th Kansas and 1st Montana Volunteer regiments, on either side of the embankment, but the Hotchkiss shells and Gatling fusillade created a panic after forty minutes' fighting, the rebels making for their train, which at once started northwards, those who missed it making for San Tomas, where meantime several fires had been started. General Wheaton at once pushed his men across the broken bridge and at 11.15 o'clock had taken possession of the San Tomas entrenchments. At noon he cleared out San Tomas, and after a short rest advanced towards San Fernando.

Shortly afterwards a line of entrenchments was discovered on the right, and when the rebels opened fire from it an attack was made. Gallant Colonel Punston was wounded in the left hand while leading four companies of his regiment, the 20th Kansas, across the open against this trench, and a lieutenant was killed.

After taking this there was another slight advance and then a halt was made for the night, the troops being completely fatigued out with the heat and day's work. Wheaton's loss was, Kinsaid, one officer killed; one officer (Captain Brecht, company C) and six wounded; Montanas, one killed, two wounded.

GENERAL LUNA WOUNDED. THE STORY APPARENTLY TRUE. Several prisoners who have been taken in the last three days report that General Luna was wounded in Thursday's fight. Yesterday a Spanish prisoner who came into General Lawton's camp confirmed this report, saying that the wound was serious and at the right breast. The prisoner taken near San Fernando told exactly similar stories, and explain the sudden evacuation of Santo Tomas by stating that as soon as Luna was known to have been hurt, the whole force became demoralized and could not be kept in the trenches.

NOTES FROM THE FRONT. MALOLOS, May 6th. A scouting party, commanded by Sergeant Finnagin, returned from a trip towards the coast this afternoon. They report the natives to have taken refuge on the islands in the swamps of the coast country. They fell in with a scouting party of the 3rd Artillery stationed at Malolos, returning from the coast. The 3rd Artillery men said they discovered the natives in strong force on two large islands in the middle of a big bay. All the rebels were armed. It is hardly possible to dislodge them with infantry, and the only conceivable plan at present is to send armoured boats, mounted with rapid firing guns, against their position. An old native showed the enemy's position to the scouts and told them in broken English that for many years past these swamp islands had been a refuge land for outlaws of church and state.

Another scouting party reconnoitering out near Janguna yesterday met a detail from Lawton's signal corps. The signal corps men reported the whole command at Balliwag the night before last. The Minnesota and Oregon men who joined Lawton several days ago were supposed to march towards the mountains yesterday morning to avoid the great swamp. Between Guiguinto and Malolos the country is clear of rebels for miles around. With the approach of the planting season, the natives are returning to their homes in great numbers.—*Manila Times*.

QUIET AT THE FRONT. SURRENDER OR ANNIHILATION THE ONLY RESOURCES OF THE NATIVES. Colonel Arguelles and Captain Ayanda, General Luna's representatives had another talk with Governor General Otis yesterday morning lasting almost two hours.

What the result of their conference was is not known, but it is supposed that the question of exchanging prisoners was spoken of, as the rebels claim to have fourteen American prisoners, part of whom are of the crew of the *Yorktown*.

The envoys say that they want to surrender but desire a day of fortnight until the rebellion Congress can take some action, which extension General Otis declines to give them.

The envoys returned to Calumpit on the afternoon train.

General Hale with the troops of the South Dakota and Iowa regiments Tuesday morning crossed the Chico river, and scoured the country to the right of Malolos. It was supposed that the rebels were assembled in considerable force in this section, but General Hale reported on his return that all was well and that he had seen no sign of any armed soldiers, but had met with obstructions of any kind. The two peace Commissioners who came in from General Luna Tuesday, returned yesterday afternoon after having held a conference with General Otis and President Schurman of the Philippine Commission.

Gen. Lawton is swinging around from Angat with his skirmish line covering about ten miles of ground, and this movement will drive the natives towards the city of Manila, where the natives are not welcomed, and it is not believed that they will stay there.

A secret service has been established, gambling has been suppressed entirely, saloons and who factories are controlled and crime is a rarity. The American and Philippine troops are now in the city of Manila.

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Unless the insurgents conclude to give up their arms, and that pretty promptly, an advance upon San Fernando may be made and that home of the feet footed Insurrecto, fall into the hands of the "mucha mo Americano."

The Nebraska crossed the Rio Grande river yesterday afternoon and General Hale's Brigade is now at Apalit acting as reserve to General Wheaton.

Fourteen sick men were brought down from the front yesterday and sent to the 1st Reserve Hospital.—*Freedom*.

## MARITIME NOTES.

The "Kette" German Elbe Steam Navigation Company earned 29,186 marks 19 pfennige last year, against 671,366 marks 19 pfennige in the year 1898, and after writing off 516,148 marks 99 pfennige for depreciation, the directors propose to pay a dividend of 3 per cent., against 2 per cent. for the previous year. The rates of freight were very low in the first half of the year owing to the sharp competition on the river, but after that the various Companies came to an understanding and freights consequently improved.

The accounts of the Austrian Lloyd for the year 1898 show gross earnings to the amount of 2,529,952 florins, being an excess of 127,399 florins over the previous year's takings. After deducting the sum of 1,371,750 florins and adding 147,776 florins to the insurance reserve fund, a surplus of 514,287 florins remains, out of which a dividend of 20 florins per share will be paid, against 16 florins for the year 1897. The enhanced price of coal last year considerably reduced the net profits.

The proposition of the directors of the Anglo Stearn Navigation Company, of Bremen, to add two million marks to their capital and bring it up to seven million marks, was adopted by the shareholders at the general meeting on the 24th April.

Gross earnings to the amount of 16,584,462 kroner were made last year by the United Steamship Company, of Copenhagen, and after all the outgoings are provided for, a surplus of 3,219,524 kroner remains, out of which, after writing off 253,330 kroner for depreciation and adding to the reserves, the 10 per cent. dividend will be paid. The book-value of the fleet is now 41,193,618 kroner.

The Norddeutscher Salvage Company made profits last year amounting to 37,327 marks 60 pfennige, and the deficit left over from 1897 will be reduced to 18,563 marks 89 pfennige. Besides this, the sum of 80,000 marks has been written off for depreciation, the book-value of the boats now standing at 1,530,515 marks 36 pfennige.

The gross earnings of the Rotterdam Lloyd Steam Navigation Company last year were 1,072,720 florins, and the net profits amounted to 490,441 fl., after 536,960 fl. were written off for depreciation. A dividend of 9 per cent. is proposed to be paid, against 8 per cent. for the year 1897.

Hamburg's maritime traffic in the first three months of the new year shows a considerable increase over that of the first quarter of 1897. The arrivals of over-sea vessels were 2,636, with a total measurement of 1,731,640 registered tons net, against 2,421 ships and 1,515,359 tons.

The shareholders of the Hamburg-South American Steam Navigation Company at the general meeting on the 30th March, sanctioned the proposal of the directors to increase the Company's capital by 3,750,000 marks, thus bringing it up to 11,250,000 marks (15,625,000).

Net profits to the amount of 330,000 marks were made last year by the Germania Ship-building and Engineering Company, and a dividend of 4 per cent. will be paid on the preference shares.

The fleet of the Parisian Sailing-Ship Company has been increased by the launch at Nantes of a three-master of 2,500 tons register, named the *Emile Gallie*.

The directors of the Harbour Steam Navigation Company, Hamburg, recommend a dividend of 9 per cent. for the past year, against 7 per cent. for 1897.

Dating from the 1st inst., a regular service of boats between Hamburg and Emden has been established by the United Towing and Lightering Company.

The Hamburg Steamship Company of 1896 have purchased the British steel full-rigged ship *Penelope*, 3,300 tons deadweight, at the price of £14,000.

The deepening of the harbour of Aarhus (Jutland; Denmark), is completed, and vessels drawing up to 24 ft. of water can now enter.

The new free harbour at Neufahrwasser, near Danzig, was opened for traffic on the 5th inst.—*Fairplay* of April 13th.

## HOW MANILA IS POLICED.

One of the difficult problems that confronted the Americans after the capture of Manila was the organization of an effective police force says *Freedom*.

The system inaugurated has been perfected from time to time, and is such at the present time as would do credit to any city of the Orient.

When it is considered that here is encountered people from every quarter of the globe, each with his own peculiar ideas of law and of right or wrong, of custom and habit, the difficulties encountered can be appreciated.

With the fall of the city the native policemen and their officers too flocked to the Americans for protection, fearing for their lives. The old "Guardia Civil" is known and hated for its cruelty and duplicity it exercised and practiced while in power. This knowledge added to their fear.

At once, upon the entry of the Americans, soldiers were ordered to different parts of the city. The tall, sturdy boys in brown and blue, with rifle and cartridge belt, seemed to inspire fear in the native mind that the Spanish had not. They knew the boys would shoot, they knew they would face any number, and the knowledge added respect.

After a few days a regiment was detailed for provost guard duty. The 13th Minnesota was the one selected. A better selection could not have been made.

For years crime had held sway in Manila. Innocent men had been shot without semblance of trial, many murders were committed for state or church, robbery was rife and personal liberties held at naught. When a crime was committed the police looked not for the guilty, but for a convenient person on whom to lay the blame. This the regiment had to contend against, as well as the fact that they knew nothing of the language or of the customs.

That they did their duty is well known, and to this regiment and its officers much of the present system is due.

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## LORD C. BERESFORD ON HIS MISSION.

The Unionists of Yorkshire says the *Mail* of April 12th, gave a complimentary banquet last night at the Midland Hotel, Bradford, to Lord Charles Beresford in celebration of the victory achieved by him at the York by-election last year. The Marquis of Zetland presided, and was supported by Lord Wenlock, Mr. Walter Morrison, M.P., and Mr. Wanklyn, M.P.

Lord Charles Beresford responded to the toast of "The Army and Navy." He denied that the naval question was in any circumstances a party question. If he were to speak of blame for past failings in the state of the Navy, he would say that both parties were equally to blame. What had driven both parties to their work was only the force and violence of public opinion. He held, however, that the present Government had done more than any other Government yet to enable the Fleet to fight.

Lord Zetland proposed the toast of "The Guest of the Evening," which was received with musical honours.

Lord Charles Beresford, in the course of his reply, said that he had been engaged on the unusual work of writing a book which contained 300 pages and went into all kinds of fabrics and machinery which he had seen himself. He thought that everybody would be surprised that they should have sent out a fighting admiral instead of a commercial man on such a mission. He found, however, that while everybody said he knew nothing about trade and commerce, and that he was absolutely true—there seemed to be a general agreement that he would tell the truth. The policy which he maintained in this country of the open door and equal opportunity for all nations was not a selfish one; it was for the benefit of the traders of all nations. He had never blamed the Russians for what they did in China. The Russian diplomacy was a very good one. It was not carried out quite upon the same lines that British diplomacy was. It was in the nature of an assurance, and looking at past history, they found that whenever the Russian Government was in a position to break that assurance they had invariably done it. He did not blame the Russians a bit. That was their policy. But he did blame the people of this country if they listened and longer to assurances unless they were in some position to see that those assurances were carried out. That was to say that it should be in the nature of a contract, and one which should be carried out on both sides. The Russian position in the north was very strong. He saw in the Press that the Government were now going to come to an understanding with the Russians. He would give every support that he could to such an understanding, let it be what it might. He believed it would have something to do with what they called spheres of interest, and they were separate from spheres of influence. He objected most cordially to both those terms. As surely as they went into spheres of influence they put themselves into the position of continual squabbles and great irritations and got very near to war. Lord Charles Beresford adduced Africa, Samoa, and Crete as examples. The problem before us was how to develop it in a peaceful way, and how to carry that development out on peaceful lines. (Hear, hear.) That was a working man's problem. China was the one place left in the world that had not been opened up. We had not even scratched the surface of her trade. It was no use shouting for the open door unless they could see how they were to keep it open, and it was no use having it open unless they saw that the room on the other side was in order. As far as he could see, the American people perfectly agreed with his suggestions, but they naturally thought that the country which had 64 per cent. out of the total foreign trade in China was going to come to an understanding with the Government, and to show that if they would adopt a clear and definite policy with regard to China they would have the whole of the British people behind them. The policy of spheres of influence, in his opinion, meant absolutely certain war sooner or later with some European country. If he wanted to be friendly with Russia, the Russian people were laborious and ignorant, but a peace-loving people. Their system was to send out a gentleman to get out of the total foreign trade in China was going to come to an understanding with the Government, and to show that if they would adopt a clear and definite policy with regard to China they would have the whole of the British people behind them. 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## Announcements

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS       | DESTINATIONS  | SAILING DATES                  |
|----------------|---|--------------------------------|
| MIRU MARU      | Kobe and Yokohama   | To-morrow, 13th May, at 4 P.M. |
| S. Kawanano    | BOMBAY, via SINGAPORE and COLOMBO   | TUESDAY, 16th May, at Noon.    |
| YAMAGUCHI MARU | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SUNDAY, 21st May, at 4 P.M.    |
| R. Nunome      | NAGASAKI, Kobe and YOKO-  | THURSDAY, 25th May, at 4 P.M.  |
| KAWACHI MARU   | THURSDAY ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE                 | FRIDAY, 26th May, at 4 P.M.    |
| FUTAMI MARU    | SEATTLE (WASH. U.S.A.) via Kobe, YOKOHAMA and VICTORIA, B.C.                  | THURSDAY, 1st June, at 4 P.M.  |
| KASUGA-MARU    |   |                                |
| E. W. Haswell  |   |                                |
| INDUMI MARU    |   |                                |
| M. J. Currow   |   |                                |

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 11th May, 1899.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

## THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed in the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

## MITSUI RUSSIAN KAISHA.

No. 6, The House Street, Praya Central.

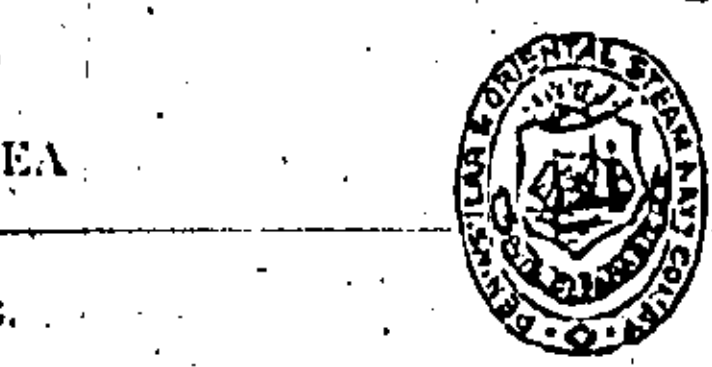
## Head Office—TOKIO.

## Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Miki Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, Toyoko Cotton Spinning Mill, Japan, Toyoko Cotton Spinning Mill, Japan.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"COROMANDEL," Captain F. W. Viner, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 13th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 12th May, 1899.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma ... 2.81 | A. Dixon ... May 13.

Glenage ... 3.75 | J. McGilvray ... May 30.

Olympia ... 2.87 | J. Truebridge ... June 17.

Victoria ... 3.52 | J. Pantone ... July 4.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox ... 3.67 | Williamson | June 3.

Columbia ... 2.97 | N. Moncur | July 8.

Monmouthshire ... 2.87 | W. A. Evans | July 22.

Lennox ... 3.67 | Williamson | Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, Doctors and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th May, 1899.

## FOR SAN FRANCISCO.

THE "QUEEN MARGARET,"

Leave Hongkong, 11th May, 1899.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th May, 1899.

For further information apply to DODWELL & CO., LIMITED, General Agents.

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Hongkong, 6th May, 1899.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th May, 1899.

## Halls

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS (NORTH AND SOUTH AMERICAN PORTS).)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

\*HEIDELBERG... HAVRE and HAMBURG... About 25th... Freight and Passage.

\*SIBIRIA... HAVRE and HAMBURG... About 30th... Freight and Passage.

\*HILDEBRAND... HAVRE and HAMBURG... About 31st... Freight and Passage.

\*KONIGSBERG... HAVRE and HAMBURG... About 31st... Freight and Passage.

Christianen... (LONDON with transhipment in HAMBURG)... About 31st... Freight and Passage.

DEIKE... NEW YORK... About 31st... Freight and Passage.

RICKMERS... via SUEZ CANAL... June... Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only. (Sufficient inducement offered.)

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra ... 3.406 | about | May 20.

Belgian King ... 3.379 | about | June 20.

Carinthian ... 2.029 | about | July 20.

Carlisle City ... 3.002 | about | Aug. 20.

## THE Steamship

"THYRA," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 11th May, 1899.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

## THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

## MITSUI RUSSIAN KAISHA.

No. 6, The House Street, Praya Central.

## Head Office—TOKIO.

## Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Miki Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, Toyoko Cotton Spinning Mill, Japan, Toyoko Cotton Spinning Mill, Japan.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th May, 1899.

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## Halls

## HAMBURG-AMERIKA LINE.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS (NORTH AND SOUTH AM